



Hongkong Daily Press.

ESTABLISHED 1857.

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GRAND PRIX "PARIS 1900.
The Highest Possible Award.
JOSEPH GILLOTT'S PENS.
Of Highest Quality, and having
Greatest Durability are there-
fore CHEAPEST.
The Only Award, Chicago, 1893.
NUMBERS FOR USE BY BANKERS,
Barrel Pens, 225, 226, 262,
Ship Pens, 332, 309, 287, 166, 404, 700
In Fine, Medium, and Broad Points.
The New Turned-up Point 1032.

CHAMPAGNE

JULES MUMM

PER CASE, PINTS, \$50; QUARTS, \$48.

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.JOHN WALKER & SONS'
FAMOUS KILMARNOCK WHISKY.This World-renowned
Fine OLD HIGHLAND WHISKY.
Sole Shippers—CUTLER, PALMER & CO.
is obtainable in Hongkong from their Agents
SIEMSSSEN & CO.

Hongkong, 1st January, 1901.

CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN.

NET

SPECIAL BLEND WHISKY

Blend
of Selected
Distillations of the
Finest Scotch WhiskiesApply to
SIEMSSSEN & CO. Hongkong.HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 8.00 p.m. Every 15 minutes.

3.30 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SUNDAYS.

Extra cars at 11.30 a.m. and 11.45 p.m.

SPECIAL CARS by arrangement at the Com-

pany's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st October, 1901.

s247

VICTORIA CYCLE
EMPORIUM.THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLY" CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

MCKIRDY & CO.,

43 & 45, QUEEN'S ROAD EAST.

Hongkong, 4th April, 1901.

s246

B. J. BARLOW,
CONSULTING ENGINEER, SURVEYOR
AND CONTRACTOR.PLANS and Specifications Supplied for any
Class of Engineering Work. Marine
Work a Specialty. Designs prepared for
Small Coast Steamers, Light Draught Vessels,
Dredgers, Tug-boats, Launches and Berages
of any Class or for Special Requirements.
New and Repair Work Supervised. Contractor
for the Supply and Erection of any type of
Machinery.

Telegrams "BARLOW," Hongkong.

P. O. Box, No. 110.

OFFICE—14, BRADFIELD ARCADE.

B. J. BARLOW.

Hongkong, 12th June, 1901.

s1480

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

\$5.50 per Cask of 756 lbs. net or Factory.

\$3.50 per Bag of 250 lbs.

SHewan, TOME'S & CO.

General Managers.

Hongkong, 1st June, 1901.

s144

CHOICE SELECTION OF SWEETS.

"Reviving sweets repair the mind's decay."—POPE.

A PRESENT

ACCEPTABLE TO ALL

IS A

BOX OF CADBURY'S
CHOCOLATE CREAMS.

A LARGE VARIETY IN FANCY BOXES AT POPULAR PRICES.

WATKINS. LIMITED.

CHEMISTS AND AERATED WATER MANUFACTURERS,

66, QUEEN'S ROAD CENTRAL.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SUPERS OLD COGNAC,

O.P. & CO.'S INVALIDS PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL,"

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

C. P. & CO.'S OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG.

s47

CHAMPAGNES.

POMMERY & GRENO SEC. & EXTRA SEC.

LOUIS ROEDERER GRAND VIN SEC.

BOLLINGER & CO. EX. QUAL.

KRUG & CO. PRIVATE CUVEE.

GIESLER & CO.

PIPER HEIDSIECK GOLD FOIL.

LANSON PERE ET FILS.

IRROY & CO. CAUTE D'OR, EX. SEC.

SOLE AGENTS FOR THE ABOVE

CALDBECK. MACGREGOR & CO.

15, Queen's Road, Hongkong, 20th November, 1901.

s40

THE VICTORIA DISPENSARY.

DAKIN'S ANISEED & LICORICE COUGH BALM.

For the Relief of all CATARRHAL COMPLAINTS, such as COUGHS,
COLDS, HOARSENESS, and SORENESS OF the CHEST.

Price 50 Cents and \$1.

CRUICKSHANK'S COUGH BALM.

A VALUABLE REMEDY FOR INFLUENZA COLDS, BRONCHITIS, ASTHMA, and all Diseases of
the CHEST and LUNGS. Price \$1 per Bottle.

VICTORIA DISPENSARY

QUEEN'S ROAD.

[s39]

PHOTOGRAPHIC PLATES, PAPEES
AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.

[s44]

LANE, CRAWFORD & CO.

WINE AND SPIRIT MERCHANTS.

CLARETS (COURCIER & ADET'S) Per 1 Doz. Per 2 Doz.

MEDOC (a really good dinner Wine) ... \$7.00 \$9.00

HAUT TALENCE (a first-class Wine of good body) ... 9.00 11.00

CHATEAU LAROSE (a full and rich Wine of delicate flavour) ... 18.50 19.00

BURGUNDY.

CHAMBERTIN (a full-bodied Wine of excellent aroma) ... 27.00 29.00

CHAMPAGNE.

AYALA & CO. (extra quality, dry) ... 45.00 48.00

BOUSILLON & CO. (Reserve Cuvee) ... 35.00 38.00

SAUMUR ("Dry Royal," a splendid dry sparkling Wine) ... 21.00 23.00

The above Wines are of exceptionally good value, and a trial will induce further purchases.

[s38]

JUST RECEIVED.

A MOST VARIED AND

LARGE ASSORTMENT

OF THE VERY BEST CONFECTIONERY

FROM PARIS, LONDON, BOSTON, NEW YORK, &c., &c.

INSPECTION IS SOLICITED.

[s45] G. GIRAUT. 6. QUEEN'S ROAD.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSSSEN & CO.,

SOLE AGENTS.

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

NEW STOCK OF FRENCH NOVELS.

A VERY CHOICE SELECTION

CHRISTMAS & NEW YEAR CARDS

for Home Mails, closing Nov. 22 & 23.

SMITH'S AND LETT'S DIARIES, 1902.

BENDOVER FASTENERS.

NEW ANNUAL VOLUMES.

"Boys' and Girls' Annual."

"Young England."

"Chatterbox."

"Sunday."

"Bo Peep."

"Children's Friend."

"Infants' Magazine."

"Child's Own Magazine."

"The Prize," &c., &c.

23 & 25, Queen's Road, Hongkong. [s37]

A Nice Christmas Present : The Chinese Soldier and Other Sketches, with Photographs, by Alfred Cunningham, in Cloth Case.	\$2.00
To Horat and Cabul, by Henry ...	3.00
With Robert to Pretoria, by Henry ...	3.50
At the Point of Bayonet, by Henry ...	3.50

INTIMATION

A. S. WATSON & CO.

LIMITED.

ESTABLISHED A.D. 1841.

We beg to notify

THE ARRIVAL OF OUR NEW

SEASON'S

CONFECTIONERY

Comprising

SELECTIONS OF THE PUREST AND
BEST DESCRIPTION.

FROM

THE SIMPLEST QUALITY TO THAT
OF THE FINEST AND MOST
RECHERCHE CHARACTER,
IMPORTED FROM THE LEADING

LONDON AND PARISIAN

MANUFACTURERS.

CHRISTMAS AND
NEW YEAR CARDS
IN GREAT VARIETY.A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY,

QUEEN'S ROAD CENTRAL

185

BIRTH.

On the 31st October, at Taunton, England, the wife of the Rev. E. W. Burt, M.A., of the English Baptist Mission, Switzerland, of a daughter.

MARRIAGES.

On the 14th November, at Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., Lieut.-Col. Tuxenone John WILHELM PRENDERGAST, R.E., son of the late Major-General PRENDERGAST, R.E., to MABEL, daughter of the late George JAMES WHISTLER COXIE, formerly of Shanghai, and of Mrs. COXIE, of Holland Park Avenue, London, W.

On the 14th November, at Holy Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., ROBERT THOMAS BOOTH, Wesleyan Mission, Hainan, to ANNIE EDITH FERGUSON, Dublin.

DEATHS.

On the 8th November, at Poole, MAT, the wife of CHARLES SKEET-RIGGERS.

On the 13th November, at No. 10, North Szechuan Road, Shanghai, VICTOR HIFOLIO, fourth son of Mr. and Mrs. JUAN MENCARINI, I. M. Customs, aged 9 years and 4 months.

On the 13th November, at the General Hospital, Shanghai, at 6.15 p.m., CHARLES BROWN, aged 64 years.

The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 22nd November, 1901.

NEXT Monday will see the commencement of cleaning and disinfecting operations in this City with a view to checking the attacks of plague, now apparently an annual visitor in Hongkong. On the 26th September last the Legislative Council approved certain additional bye-laws made by the Sanitary Board under Section 13 of the Public Health Ordinance, No. 13 of 1901, and under these new bye-laws the operations will be carried out. Their object, as Dr. ATKINSON pointed out on Thursday, is to remove everything, as far as possible, which will contribute to the growth of the plague bacillus. The task of cleansing the whole City is a very difficult one—Dr. ATKINSON calls it almost superhuman—but it must none the less be undertaken for the future welfare of this Colony. The two main obstacles are the need of competent European supervisors and the objection of the Chinese. With regard to the first point, the President told the Sanitary Board that the desired assistance was not forthcoming from the naval, military, or police authorities, for various reasons. These are not hard to imagine, for all three branches have their own work to attend to, which only great emergencies warrant their postponing to outside labours. Nevertheless it is unfortunate that no aid can be secured from them. Dr. ATKINSON, however, spoke hopefully of being able to appoint the necessary men in a few days and of two or three being already hard of. It is earnestly to be entrusted that sufficient inducements

will be held out to secure the right men in sufficient numbers, for on them rests nearly the whole responsibility for the work being done in a manner which will make it of real use to the Colony. Complaints were many during the past epidemic of the futility of some of the cleansing operations, and it is plain that a half-hearted conduct of these, while it tends to irritate the native population almost as much, fails to achieve the object in view. We are about to make a new experiment for Hongkong, and it is urgent that every chance of success shall be afforded to it.

The second difficulty is the opposition of the Chinese to the work of disinfecting and cleansing, an opposition which was abundantly manifested during the similar operations carried on against the period of epidemic. At the opening of the new Tung Wa Hospital on Monday afternoon, H.E. the Governor made an appeal to the Chinese community which we hope will not fall on deaf ears. He asked the Chinese to think over the matter, convinced that they would then agree with him as to the necessity for what is being done. It is not of course to be imagined that the poorer Chinese will of themselves proceed to think the matter over. It rests with their well-to-do fellow-countrymen to induce them to see matters in the right light, and unless the richer Chinese exert themselves to bring the state of affairs home to the others, it cannot be expected that everything will be carried on smoothly. It is both the duty and the ultimate interest of the Chinese of the better class that they should do all they can to minimise discontent likely to drive the native working-men and women away. The European officials in charge of the work will require tact, but above all the Chinese must be prepared to accept the disinfection as a measure which aims at their good in common with that of the rest of the Colony.

As has been seen from the report of the proceedings of the Sanitary Board on the 21st instant, the attitude of the Chinese was discussed, and Mr. FUNG WA CHUN came forward to represent them. He insisted that it was the duty of the Board to show the Chinese what great use fumigation would be, but he did not suggest the way in which the Board was to do this. We fear that there is no likelihood of the Board being able in the course of the next few days to convince the obstinate opponents of disinfection. As we have said, the better-class Chinese are those who can bring their influence to bear with most effect, and it is on them that we must rely. Mr. FUNG WA CHUN's point about the housing of women and children during the cleansing operations in their homes deserves attention, as he said, to march small-footed women and children from street to street to the marts is a hardship which the Chinese cannot be expected to support. Some effort should be made to mitigate the annoyance which is bound to be caused to the inmates of the houses visited. As to Mr. FUNG WA CHUN's suggestion of three days' notice of the disinfection, this would in the case of the dirtier quarters defeat the object of the cleansing, for if the inhabitants are to have time to remove all their furniture—as was done frequently before the disinfection earlier in the year—then the houses alone are made clean and part of the squalor is immediately brought back. On the question of the hours for the house-to-house visitation it is unfortunate that there was such a divergence of opinion, but the time suggested by Mr. FUNG WA CHUN would have been eminently unsuitable for the European supervisors, whose interests must be considered, seeing how much depends on the efficiency of their work. It is impossible to expect that their labours will be carried on without any friction, but it is sincerely to be trusted that all concerned will do their utmost to lessen this. An effort is about to be made to check the course of the greatest evil which can attack any settlement in the Far East. Such an effort must necessarily be drastic, but the inconveniences, should be borne cheerfully in view of the great results hoped for.

Among the arrivals from the North by the P. & O. steamer *Paramatta* yesterday was the well-known Peking correspondent of the Times, Dr. G. E. Morrison.

The trial of the three fishermen at the Supreme Court for the alleged murder of another fisherman at Capricornus was adjourned yesterday afternoon till to-day, when the case will probably finish.

We are requested to state, that Miss Johnstone and the other members of the Mission, wish to thank Lady Gascoigne, the ladies who presided at the stalls, and all those who so kindly came to buy at the C.M.S. Baxter Mission sale of work. The amount taken was \$13.

A large grass fire, resulting in the damaging of between four and five thousand trees, occurred at Little Hongkong, toward Aberdeen, on Wednesday night, and was extinguished after much labour by the police and gangs of coolies. Carelessness by people on the hill is supposed to be the cause.

The U.S. transport *Hancock*, which was ashore at the western entrance of Shimonoseki Straits, got off on the 18th inst., having sustained no damage.

With the two leading Shanghai papers there have been issued two plans of the proposed new Public Park for Shanghai, which will, it is hoped, be located in Hongkow between the Ridge Range and the railway line, north-east of the Ridge Butts station.

We are informed, on the best authority, that \$80,000 and not \$70,000 was the price paid for the Bon Vista Hotel, Macao, the sum being made up by \$70,000 for the building and property and \$10,000 for the furniture and fixtures. Our first informant therefore was right in his original statement, but wrong in his subsequent correction.

We have received from Messrs. A. Chee and Co. two photographs of the recent interport cricket matches. One, a large print, represents Hongkong v. Singapore, with Hancock and Clifton Brown batting. The other shows Price and Potter batting for Shanghai, with the Hongkong team in the field. Both are admirably clear photographs and the players are distinctly recognisable, while the view of the Club in the background is a fine one.

Sir Ernest Satow, British Minister at Peking, arrived on the 15th inst. from the South by the Peru. H.E. was received by Mr. Fellowes Warren, C.M.G., Consul-General, Chief Justice Wilkeson, the Commander and Officers of the British garrison and the personnel of the British Consulate. The guard of honour was furnished by the Baluchis and the landing was made by the Royal Horse Artillery. Sir Ernest Satow was to return to Nanking on the *Britannia*, and thence proceed to Taku on the *Talbot*.

It was reported in Shanghai mandarin circles last week to the effect that the Empress Dowager is quite favourable to the memorial of the Grand Secretary Wang Wen-hsiao, the newly appointed Plenipotentiary, asking for the appointment of H.E. Sheng to be Assistant Plenipotentiary at Peking to help him and that it is quite likely that a special edict will soon be sent from Kaifeng making the appointment and commanding H.E. Sheng to start for Peking within a specified period of his receipt of the edict in question.

A great deal of surprise and no little amusement was caused among the Wan-chai Chinese community yesterday by the spectacle of a well-dressed Chinaman careering along the Praya on a motor-cycle. The machine was of the saddle type with seats for two behind, and these were occupied by two Chinese ladies, who appeared to relish very much the novelty of the situation. The Chinese are not prone to Western innovations, yet the use by them of the cycle is increasing in the Colony and no doubt this particular motor will bring others in its train.

A Kaiteng despatch to Shanghai, dated the 16th inst., states that on the day before Prince Ching had a very long audience of the Empress Dowager, who made detailed enquiries as to the general conduct of foreigners towards Chinese in Peking. At the conclusion of the audience Prince Ching strongly urged the Empress Dowager to issue a special edict announcing the date of the Court's departure from Kaifeng for Peking. Her Majesty is alleged to have nodded pleasantly when Prince Ching made the request, hence it is thought that the Court may start for Peking by the middle of December.

There is at present lying at the Kowloon Wharf the ss. *Austria* (Capt. A. Fellner), the latest addition to the Austrian Lloyd's Steam Navigation Co.'s fleet for the Japan Line, and built of the best material at the Company's own yard at Trieste. She is a combination type of cargo and passenger-boat, measuring 452 ft. in length and 56 ft. in breadth. Her capacity being no less than 12,536 tons, she is certainly one of the largest carriers that call at this port. The passenger accommodation will be found to compare favourably with the first-class accommodation offered by any other passenger boat, though passage-rates by this Company's boats are cheaper than 2nd class rates by other liners. The dining saloon and smoking room are luxuriously fitted and decorated, and the cabins—all on the upper deck—are as airy as can be desired. Altogether, ships like this may be found very eligible for tourists or travellers home. The Company invite an inspection of their new liner.

It was announced a few days ago, says the *Japan Mail*, that an arrangement had been effected between China and Japan for a special Japanese settlement at Chungking. This is not a new question. A grant of land for a settlement at that place formed part of the agreement concluded between China and Japan after the war of 1894-5, but the actual convention relating to the settlement and the selection of a site were not concluded until the 24th of September. The convention consists of twenty-two articles. The duties of policing and municipally governing the settlement and of repairing the roads devolve upon the Japanese, but the purchase of the land from its present owners is to be effected by Chinese officials, who will rent it in perpetuity to the Japanese. As to the removal of graves and houses, the Chinese authorities engage to employ their best offices, the Japanese Consul paying the expense of removal after consultation with the Chinese officials. Should it be found impossible or inexpedient to move any burial ground, it will be fenced in and left intact. There are the usual articles on extra-territorial jurisdiction, and it is provided that in cases where Japanese subjects are the complainants judgment shall be delivered by a mixed court after the Shanghai type.

We are requested to state, that Miss Johnstone and the other members of the Mission, wish to thank Lady Gascoigne, the ladies who presided at the stalls, and all those who so kindly came to buy at the C.M.S. Baxter Mission sale of work. The amount taken was \$13.

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The Chinese at Sandakan hold that the recent eclipse of the moon was caused by the new Customs Tariff.

The death is reported, on the 9th instant, of Mr. Van Camelbeek, Bishop of Eastern Cochinchina.

Sir Thomas Lipton, speaking at Chicago on the 19th ult., favoured the building of safe yachts, and not dangerous racing-machines.

Nine thousand persons in Berlin, including former officers of the army, have appealed to the public to assist in an anti-duelling campaign.

The proposed French loan of five million yen to Corea fell through owing to the inability of the Coreans to furnish any appreciable security.

Count Hatzfeld-Widenburg, the German Ambassador at London, will retire into private life. The Prussian Minister at Hamburg, Count Wolff-Metternich, has been appointed to succeed him.

The British cruiser *Pylades* reported on the 21st ult. that she had annexed Ocean Island, west of the Gilbert Islands. The island, which has hitherto been a British protectorate, is rich in phosphates.

In the course of the rabid outbreak of Anglophobia on the Continent last month from the South by the Peru, H.E. was received by Mr. Fellowes Warren, C.M.G., Consul-General, Chief Justice Wilkeson, the Commander and Officers of the British garrison and the personnel of the British Consulate. The guard of honour was furnished by the Baluchis and the landing was made by the Royal Horse Artillery. Sir Ernest Satow was to return to Nanking on the *Britannia*, and thence proceed to Taku on the *Talbot*.

Owing to the Southern denunciation of President Roosevelt's action in entertaining Mr. Booker, the negro President of the University of Tuskegee, numbers of leading residents in the Northern States have been inviting him to their homes. Possibly Mr. Booker might prefer to be invited on his own merits.

As a result of the work of the Compensation Commission in connection with the South African War, Sir John Ardagh has announced that negotiations with the Netherlands are satisfactorily concluded, subject only to certain reservations which the British Government has not yet had time to consider. Negotiations with the French Government still continue.

Professor Mason, Curator of the National Museum at Washington, says that "the blood, of all mankind flows in the Philippine Islands. It is the most interesting spot on earth in which to study the mingling of the races." An American paper theorizes suggests that if the islands should prove worthless as a market they can be used as an ethnological museum.

A decree just issued in Paris regulates the relations between governors and officers commanding the troops in French Colonies. The governors are held responsible, under the direct authority of the Minister of the Colonies, for internal and external defence, and have control of the forces by land and sea. The officers commanding exercise their command at all times and in all cases, under the high authority of the governor.

The new cruiser *King Alfred*, which was launched at Barrow at the end of last month, is an armoured cruiser of the *Drake* class. She has a displacement of 14,100 tons, an estimated speed of 23 knots, and carries 900 men, 29 20-in. 16-in., and 18 guns of lighter calibre. Her sister ships, the *Good Hope* and *Drake*, were launched on February 21 and March 5, respectively. The principal dimensions are: Length between perpendiculars, 50 ft.; extreme breadth, 7 ft.; and mean lead draught, 26 ft. In smooth water at sea 11 knots is to be the steady speed.

A twelve-hours' race organised by the Japanese newspaper *Jiji* took place on the 9th inst. on the race-course at Tokyo. The limit of the distance to be completed to win a prize was 70 miles, but none of the competitors, of whom there were fifteen, succeeded in covering the required distance. Some of the paper, including the *Japan Times*, which had a European reporter on the scene, describe the race as "a walking competition," but in view of the distance covered by the man who came in first and the limit of distance fixed by the promoters the race must have been a running one. The longest distance was run by a jinrikisha man named Ando, who covered 65 miles within the required time. The second man covered 61 miles. The amateur running record for twelve hours is 81 miles, the professional record being 89 miles 1,540 yards. As the competitors did not cover the required distance the prizes were not given, but consolation prizes of 10 yen were presented to the first and second competitors.

Mr. D. C. Boulger in the October *Fortnightly* maintains that India is going to have the chief influence in the settlement of the Chinese question. At least, she will be able to exercise this influence if she does what Mr. Boulger tells her. His advice is summed up in the following paragraph:—The Government of India and the people of that country should not be backward in making their voices heard by demanding that the railway concession which we thought it worth while to obtain from the Chinese Government for a line to Yunnanfu and Siafu shall be put in execution without further delay, so far at least as the preliminary surveys. A well-timed and vigorous policy is required to prevent India being excluded from the few markets that lie accessible to her. Vigilance with regard to Russia's proceedings in Kashgarria, so that they may not extend too far in the direction of Tibet and result in the eventual loss of that market; action in Yunnan to prevent the French fortifying and capturing the market of south-west China under our nose; these are all that is imperatively needed now.

The *Tai Cheong*, besides her sprung plates amidships—the result of the impact with the *Perla*—had her port bows stove in close below the rail and a large hole knocked in high above the water line. The *Perla* had her stern twisted to port and some plates sprung. Both these vessels steamed clear and anchored in the bay. The *Skramstad* settled down rapidly, sinking in about 20 minutes. Her fore part was submerged completely, leaving only a small portion of her after-deck clear of water. The crew had to make a hurried departure and lost all their kits. They lowered one of the ship's boats and by means of it went on board a steam-launch which was lying near. Fortunately, no one was injured.

A visit to the place of the accident yesterday showed that the sunken vessel lies about 210 yards from the shore, and that she sits on an almost even keel. Under her stern there was a depth of about 20 feet but it was thought that the keel still rested on a rock and not on the solid bottom, so that the contingency of the vessel sliding into yet deeper water was not unexpected. In the course of the afternoon she

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

GENERAL NEWS.

LONDON, 21st November, 9.40 a.m.

THE POLICY OF THE UNITED STATES.

At a dinner of the New York Chamber of Commerce, Mr. Hay said that America's policy was a strict observance of the Monroe doctrine, friendship with all the Powers, a fair field and no favour for commerce, and the Isthmian Canal for all well-disposed peoples, under exclusive American ownership and control.

RUMOURED ASSASSINATION OF THE SERBIAN QUEEN.

Disquieting rumours have arrived from Serbia. Unconfirmed reports are to hand of the assassination of Queen Draga.

REUTER'S SERVICE.

LONDON, 19th November.

THE NICARAGUAN CANAL TREATY.

The new Nicaraguan Canal Treaty does not discriminate in favour of United States shipping, all nations sharing alike in the privileges obtained. Great Britain leaves the United States sole guarantor of the neutrality of the Canal.

REINFORCEMENTS FOR SOUTH AFRICA.

In addition to the regulars to be sent to South Africa, it is expected that about a dozen Militia battalions will be selected from those volunteering for active service.

LONDON, 19th November.

WAR FINANCE.

Parliament will probably reassemble on the 16th January, due to the necessity for further financial provision for the war in South Africa.

THE 21ST LANCERS.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

SAILORS AND RICKSHA-COOLIES.

TO THE EDITOR OF THE "DAILY PRESS."

U.S.S. Princeton, 19th November.

SIR,—Owing to the irregularity of the receipt of the daily papers on board a man-o'-war, I am somewhat tardy in noticing that letter in the *Press* under date of November 14th, championing the cause of the ricksha-coolie *versus* Jack ashore, written by some unscrupulous individual who cowardly voices his sentiments under the name of "One who knows," and in reply to his bare and thoughtless assertion, I beg to make a statement in defence of myself and shipmates.

It is a well known fact that generosity is Jack's greatest attribute, and in view of that all kinds and classes of people take every possible opportunity to "flock" him. Jack expects to be flocked to a certain extent, but some people give him credit for a little intelligence and demand such exorbitant rates that his sense of justice rebels against such outrages and he is forced to vindicate himself as best he can as "he is no more of a *shining light* than that much abused person, the ricksha-coolie," and has no one to look to for sympathy or assistance.

It was but a week since while ashore in Hongkong, I engaged a ricksha and after shopping for two hours or so the coolie expressed a craving desire for "chow," for which I magnanimously tendered him a dollar and I was not in a "musslin condition" either. In a remarkably short time the coolie reappeared and I continued my shopping for about twenty minutes and endeavoured to dismiss the coolie with ten cents additional but he strenuously demanded more. Under such circumstances what would "One who knows" recommend—a compliance with every demand, or would he exercise a little common sense regardless of the opinions of idle observers?

That is not the only experience of that kind I have had with the ricksha-coolie, and my shipmates are invariably troubled in a like manner. I would suggest that a scale of rates be posted in every ricksha by order of the Police Department, as this would serve as a guide for the sailor in summing up the amount he "robbed the ricksha-coolie of," and would save the Chino a great deal of breath to thank "One who knows" for a twopenny fare.—Yours, etc.,

JOHN SHERMAN,
U. S. Navy.

WATER-FAMINE AND INUNDATION RELIEF.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 20th November.

SIR,—In His Excellency's speech at the New Tung Wan Hospital it is hinted that shortly this community will be approached, with subscription for relief to the sufferers by the Yangtze inundation. Let us hope that His Excellency will also kindly see that measures are adopted to allay the prevalent distress caused by the water famine here. Many mouths must elapse before relief may be expected in the shape of rain. In the meantime where are the two hundred thousand inhabitants to obtain their supply of water, which is already so scarce? And it must be borne in mind that the greater part of them is not in a position to pay for water, while it is precisely that section that, on sanitary grounds, need it badly. Under the circumstances, the proverbial munificence of the Colony should likewise be relied upon, and with better justification, for

CHARITY BEGINS AT HOME.

CRICKET.

NAVY v. MR. VOULES'S XI.

In the match yesterday the Navy batted first, play starting at 11.30. Mr. Voules's XI was made up of five of the Straits XI assisted by six from the Army. Play continues at 11 a.m. today. Score at present:

THE NAVY.

Dr. Steward, b Berkshire 37
E. H. Neat, c and b Preedy 29
C. S. P. Franklin, c James, b Mackenzie 29
Lieut. Wood, b Mackenzie 33
Lieut. Cadman, b MacGregor 4
S. T. Fitch, b Mackenzie 13
I. M. Barrett, b Preedy 23
Lieut. Delrymple, c Mackenzie b Preedy 0
Lieut. Tweedie, b Billings 0
G. Coppins, not out 34
Morrison, b Mackenzie 14
Extras 27

MR. VOULES'S XI.

Capt. Clapham, c Franklin, b Coppins 26
R. Mackenzie, c Neat, b Morrison 26
G. M. Billings, not out 35
Capt. Radcliffe, retired hurt 9
Sergt. Hayward, b Fitch, b Neat 0
A. B. Voules, b Tweedie, b Neat 7
C. R. Berkshire or Wood, b Neat 1
T. G. MacGregor, not out 18
Extras 2

Total for 6 wickets 119
Lt. Edmonston, Q. M. Sergt. James and
Pvt. Preedy to bat.

LATEST STEAMER MOVEMENTS.

The P. & A. steamer *Jadran*, which left Hongkong on the 18th ult., and Yokohama on the 2nd inst., arrived at Portland, Oregon, on the 19th inst.

The steamer *Atholl*, from Europe and Straits, left Singapore yesterday, and is due here on the 27th inst.

The N.P. steamer *Queen Adelaide* sailed from Hongkong via Vladivostok, Port Arthur and Dairen on the 18th inst.

The A.L. steamer *Carinthia* left Shanghai for this port yesterday morning.

A PORT OF LEMCO IN THE HOUSE has ward off many illness. LEMCO is genuine Liebig Company's Extract. [1921-3]

ADDITIONAL HONOURS FOR LI HUNG-CHANG.

An Imperial Decree of the 13th inst. runs as follows, the translation being taken from our contemporary the *N.C. Daily News*:

A Decree expressing deep regret at the demise of the late Viceroy Li Hung-chang, and ordering that, in addition to the posthumous honours already granted him in a previous decree, the Board of Revenue shall give an additional grant of Tls. 5,000 for funeral expenses; that all black marks against the deceased statesman's names in the officials records be erased; that his military and civil services be compiled by the Historiographer and entered in the dynastic history; that special memorial temples be built in his honour in the various provinces where he served; and that the local authorities on route shall observe due care in transporting the remains of the late statesman when on the road from Peking to Hotel Anhwei province, the native city of the deceased. With regard to the rewards to be bestowed upon Li Hung-chang's sons and grandsons in recognition of his eminent services, the following are granted:

Li Ching-she, the eldest son, a second-class secretary of the Board of Punishments, is made a Marquis of the 1st Class and an expectant Metropolitan official of the 4th grade; Li Ching-nai, the second son, a second-class secretary of the Board of Works, is appointed an expectant Metropolitan official of the 5th grade;

Li Ching-fang, adopted son, an expectant Taotai, is to be given immediate preferment as Taotai on completion of maturity. Finally, the eldest grandson, Li Kuo-chih, is appointed a first-class secretary of a Board; Li Kuo-shou and Li Kuo-han, two other grandsons, are to be made second-class secretaries of Boards; and two more grandsons, Li Kuo-hsiang and Li Kuo-tao, are given the literary grade of Master of Arts, with permission to compete at the next Triennial examinations for the Doctor degree.

NORTHERN NOTES.

The following items are from the *P. & T. Times* of the 9th inst.:

The River Improvement works are a great sight at present. Both the large cuttings are in hand, and no less than twenty-two thousand men are at work on them.

We note with pleasure that a subscription list has been opened under the auspices of the B.M.C. on behalf of the Royal Welch Fusiliers.

The men lost nearly all their kits in the recent fire; in their prompt action to save the horses from a ghastly fate they deliberately ignored their own gear, and we are confident that Tientsin will see that they are not losers by this.

The politeness and efficiency with which the men do their tiresome and exacting police duty have given them a strong claim on our gratitude; we say nothing of the social obligation we owe them, as we are confident Tientsin needs no filip to perform a duty which is of the nature of a pleasure.

His Majesty's Minister is making a tour of the Consular Ports and will visit as many as he can before the closing of the Pei-ho navigation. He is understood at present to have gone up the Yangtze and hope to be back in Peking about the 6th prox. We hope His Excellency will try to ignore the so-called pressure of normal business and make an annual trip to the Litoral. To say nothing of the good effect of change on health, the Capital is such a place that no man should stay there long. We have never known a man long resident in Peking whose moral fibre did not require bracing up.

We devoutly hope that Sir Ernest in his itinerary will not keep exclusively to the Consulates. He will often find the air more bracing in the Hongkong of his own folk.

The *P. and T. Times* has a leading article and several other references to the late Li Hung-chang. In the editorial the writer says:

"Li lived and died a great opportunist, living from hand to mouth. Let us add in justice that he did more to stave off the inevitable than any other Chinese statesman of his age could have done." Our contemporary states that the old Viceroy's death-bed was attended by his two sons Lord Li and Li Ching Mei, and cautions its readers not to believe the certain crop of rubbish and lies that will gather round the last few days of the life history of the dead statesman.

The death of the old *Chang Tung*, says the same paper, will tell on his father Achates Mr. W. Pathick, who we regret to hear, is still in far from robust health at Chefoo. Mr. Pathick at one time contemplated writing the life of the Viceroy Li, and was understood to have collected a vast amount of material for the purpose. It is to be hoped that in due time this work will appear.

No other foreigner since the Jiqui-paini days has ever been so much behind the veil which hides the Chinese official mind from our scrutiny. The history of China has with the irony of events, colored round the personality of the one man who tried to galvanize her into new life: the story of this life, if told with candour and philosophic insight, will be one of the most fascinating biographies ever written.

THE AMERICA CUP.

A NEW CHALLENGER.

A cable to the New York *Journal* from London says:—A new aspirant for the honour of bringing the America's cup to this side of the Atlantic has arisen. It is said authoritatively that Colonel Harry McCalmon, Member of Parliament for Newmarket, is negotiating with several other English yachtsmen with a view to constructing a new challenger to race for the cup in 1902. Col. McCalmon has taken this step, as Sir Thomas Lipton has decided to wait until 1903 before again trying for the cup. Colonel McCalmon recently inherited \$20,000,000.

Colonel McCalmon is said to be the richest commoner in England. "To him who hath it shall be given." McCalmon was a millionaire officer in that crack regiment, the Scots Guards, when an uncle died and left him another nest-egg of \$20,000,000. He at once threw up his commission and purchased the Duke of Rutland's estate at Chevening, near the racing town of Newmarket, in Cambridgeshire. He paid upward of \$1,250,000 for the property, and spent as much more remodelling Chevening Manor. Then this modern Prince Fortunatus launched into all branches of sport with an enthusiasm born of his youth and unbounded wealth. A thorough athlete, he stroked the Eton eight to victory at Henley in his salut days, played in the Eton football team, and as a Lieutenant in the Scots Guards was one of the founders of the Army Football Association. He went in for racing, and his horse *Isinglass* won the Derby of 1893 and the reputation of being one of the greatest horses of the decade. He went in for yachting, and his steamer *Giraffe*, a twin-screw vessel of 1,000 tons, yacht measurement, demonstrated her claim to the title of the fastest yacht in the world by steaming over the Nice course for fifty-three miles at the rate of 23.5 knots an hour. He also acted as the financial backbone of the *Valkyrie III* syndicate. He went in for politics, fought the discomfiture of Sir George Nevile, whom he defeated for the Newmarket division. In 1897 Colonel McCalmon married Mrs. Atmar Fanning, daughter of General Sir Henry de Bute.

POLICE COURT.

Thursday, 20th November.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

HOW BUILDING COLLAPSES ARE CAUSED.

Mr. P. T. Crisp, Inspector of Buildings, Public Works Department, summoned two Chinamen, the owners of houses Nos. 40 and 42, Main Street, Aberdeen, for altering the said houses without permission or first sending the plans to the Public Works Department.

Mr. Crisp said the houses were rendered dangerous by these unauthorized alterations.

The defendants, who pleaded guilty, were fined \$15 each.

THE TRIALS OF THE CHINESE SHOPKEEPER.

Three privates in the Royal Welch Fusiliers paid a visit to a shop in Praya East yesterday morning. They were just in at an incipient stage of insobriety when some men are disagreeable and others "larky." The three privates were in the latter mood and gave the Chinaman a rather lively time of it. He said nothing until one of them knocked over a three-dollar lamp and smashed it; then he thought it time to call in the police.

THEFT OF MONEY.

Two Mong Kok Chinamen were charged with feloniously stealing a leather bag containing \$35 and \$30 cash from a fellow-countryman who is a doctor at Mong Kok.

The first man admitted his guilt, and was sent to prison for two months with hard labour; the charge against the second defendant was withdrawn.

EMERGENCY RATIONS.

There is nothing like preparing for possibilities. The master of a cargo-boat thought so, at any rate, and stored on board his craft a miscellaneous collection of provisions, including green peas, ham, vegetables, pickles, and other things that go towards the making of a good dinner. Unfortunately for himself, however, he has a very short memory, and when a policeman came on board the boatman had quite forgotten the name of the friend who gave him the groceries.

This lapse of memory cost him \$50, the price being fixed by his Worship.

RUSSO-CHINESE TRADE.

The returns of Russia's trade with China via Kinkhtia recently published are interesting reading. These returns cover the first four months of the present year, and deal exclusively with the Kinkhtia route. None the less, says the *Odessa Correspondent* of the *Times*, the bear eloquent testimony to the severity of the blow dealt to Russia's trade with China by the recent Chinese troubles. The volume of trade amounted to the insignificant sum of \$50,000 rubles. For the corresponding period of last year it was exactly eight times as much—namely, \$400,000 rubles. Thus the recent troubles in China are responsible for a decrease of close on 90 per cent. in this year's returns. The report appended to the general returns declares that the disturbed state of China not only seriously interfered with commercial intercourse between the Russian and Chinese Empires generally but annihilated it completely in many instances.

The attitude of the *Novos Vremya* and other Russian organs towards the question of the restoration of Manchuria is intelligible in the face of hard facts such as these returns furnish. The *Novos Vremya* recently startled many Russians by its evident anxiety to see the last of the Manchurian difficulty, and Manchuria itself handed over to what it termed its "legitimate owner." While insisting on the necessity of continuing the war to the bitter end, and saving the lives of the men of the Chinese army, the *Novos Vremya* nevertheless does not shrink from the responsibility of the recent reverses in Manchuria.

According to many yachtsmen the *Shamrock* yesterday was beaten by the *Columbia* more through errors of judgment made by those who were in charge of the yachts than by the superior sailing qualities of the *Columbia*, and there are many who are of the opinion that, if the *Shamrock* had been a splendid sailing master, she would have won the race with a good margin to spare.

The *Shamrock* at the start succeeded in getting into the better position, but at the cost of being handicapped twenty-nine seconds; while the *Columbia*, in keeping back in order to try and get over the line last, as it was a run before the wind, was handicapped twelve seconds, so that really this cost to the *Shamrock* was only seventeen seconds, and it was more than made up within twenty minutes after the race started. The conditions yesterday were favourable to the challenger. The breeze was about ten miles in strength, but it lightened considerably before the race was over, and the sea was smooth. It was under such conditions as these that the *Shamrock* in her last trials that were sailed on the Clyde was able to beat the old *Shamrock* so easily, and it was for conditions such as prevailed yesterday that Mr. Watson had designed the craft and rigged her.

Going down the wind in the first race that was sailed to completion the *Columbia* had beaten the *Shamrock* by more than a minute in fifteen miles and with this in mind it was fully expected that when they started before the wind yesterday the *Columbia* would have a nice lead before the leeward mark was reached, but instead the *Shamrock* soon began to close up on the *Columbia* and twenty minutes after the race had started she was the leading boat and kept on going ahead until half the course had been covered and she was leading by about a quarter of a mile or what was estimated to be about two minutes. Then she found a soft spot and the *Columbia* being the stern boat was brought up a freshening breeze and this lead was soon cut down to about one hundred yards. Then, when the two yachts had an even breeze again the *Shamrock* drew ahead.

The first error made yesterday was in taking in the balloon jib topsail when the yacht was more than a mile and a quarter from the turning mark. This sail could have been carried for at least ten minutes longer and then could have been lowered in plenty of time to have it stowed away before the men were wanted to haul the spinnaker and trim in sheets. This error was costly, and enabled the *Columbia* to pick up quite a good deal, and would have been much more costly but for an accident on the *Columbia*. The spinnaker had caught in a snap hook on the balloon jib topsail, and when the crew let go of the topsail halliards the spinnaker was torn.

It took some time to get the two sails down, and letting them both down together the men could not keep them inboard and the balloon jib topsail got in the water and dragged there for a few seconds.

The *Shamrock* turned the first mark 47 seconds in the lead and went on the starboard tack, heading toward the west; the breeze was freshening and the yacht was doing reasonably well. The *Columbia* made a short port tack and then took the starboard tack and stood after the *Shamrock*, and was sailing to windward of the challenger's wake. The *Shamrock* tacked, crossed the *Columbia*'s bow and then, instead of tacking and heading on the same course which Capt. Barr had selected and keeping on toward the freshening breeze which was coming off the Jersey shore, the *Shamrock* kept on the port tack and allowed the *Columbia* to sail on with her wind all clear, and that boat getting the freshening breeze first, improved her position very much. One of the first principles that a sailing master learns is when he has beaten his opponent to keep his yacht between the beaten boat and the mark for which he is sailing. But yesterday whoever was in charge of the *Shamrock* seemed to have forgotten this, and the *Columbia* when it was too late and then the *Shamrock* was falling down into the *Columbia*'s wake, the challenger took the port tack again and headed toward the north-east.

Just at this time a shift in the wind gave such a lift to the *Columbia* that she was put about half a mile to the windward of the challenger, and those who were watching the race thought that all interest had gone out of it. The *Shamrock* kept the port tack for more than fifty minutes and the *Columbia* was sailing along in the same direction. The wind lightened, jib topsails were set, and the *Shamrock* footed fast and pointing high did as well that when the two yachts took the starboard tack she was in the windward position.

The *Columbia* on this tack drew up somewhat and then tacking, tried to cross the *Shamrock*'s bow, but the *Shamrock* weathered her easily, and instead of tacking again and keeping the American boat in a better position the *Shamrock* kept on and again allowed the *Columbia* to get her wind clean. The wind was getting much lighter on the beat home, but off the Jersey shore it was backing a little to the westward. It was coming off the port tack again and headed toward the westward.

The yachts split tacks again and Capt. Barr worked in to get the benefit of these freshening gusts and after standing on into a dying wind for some minutes the *Shamrock* went after her and when they came together again the

NEW ADVERTISEMENTS

CHRISTMAS CARDS.

JUST OPENED
A NOTHER Parcel of Messrs. RAPHAEL TUCK & SONS' CHRISTMAS and NEW YEAR CARDS of the most Elaborate and Fancy Designs.

Inspection is kindly solicited.
H. RUTTONEE,
No. 5, D'Aguilar Street;

No. 39, & 40, Elgin Road, Kowloon;
and also from
MOSER COOPER & CO.

No. 132, Wellington Street.
Hongkong, 21st November, 1901. [2974]

PUBLIC AUCTION.

MESSES. HUGHES & HOUGH have received instructions to sell by Public Auction in Two separate Lots, on

FRIDAY,
the 29th day of NOVEMBER, 1901, at 3 P.M.,
at their SALES ROOMS, No. 20,

DE VOUX ROAD.

THE FOLLOWING VALUABLE LEASED PROPERTY, Situate in Queen's Road Central, Victoria, Hongkong, viz.—

Lot 1. All that Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION B OF INLAND LOT No. 161, together with the Messuage, erection and building thereon erected and known as No. 138 Queen's Road Central Area 1,014 5/100 square feet. Term 999 years. Annual Crown Rent \$18.41.

For further particulars and conditions of sale, apply to

JOHNSON, STOKES & MASTER,
12, Queen's Road Central,
Solicitors for the Vendor,
or to

THE AUCTIONEERS,
Hongkong, 22nd November, 1901. [2975]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"FORMOSA".
Captain Hodgins, will be despatched for the above ports TO-DAY, the 23rd inst., at Noon.
For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO.,
General Managers.

Hongkong, 21st November, 1901. [2972]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"LOONGSANG".
Captain Weigall, will be despatched as above TO-MORROW, the 23rd inst., at 2 P.M.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 22nd November, 1901. [2976]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.
FROM TRIESTE, PIUME, PORT SAID, ALEXANDRIA, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Steamship

"AUSTRIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, whence delivery may be obtained.

This vessel brings on board—

From Venice, ex.s.s. Melcovich and Almisa transhipped at Trieste.

From Trieste, ex.s.s. Cleopatra transhipped at Bombay.

From Levant Porta, ex.s.s. Vista.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before NOON, on the 28th November, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th November will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO., Agents.

Hongkong, 21st November, 1901. [6]

THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain:—

Leading Articles by

Germany, Great Britain, and Russia.

The Cleansing of Hongkong.

England's Policy.

Exclusion at Vladivostok.

The Yunnan Railway.

The Crisis: Telegrams.

Hongkong Sanitary Board.

The Late President McKinley.

The New Chinese Tariff.

Disastrous Fire in Des Vouex Road.

The New Tung Wa Hospital.

Cricket Week Festivities.

Strange Death at the Hongkong Hotel.

A Case of Running Amuck.

Presentation to Mr. F. Maitland.

Mademoiselle Fred's Concert.

Macao.

Swatow.

Constabulary in the Philippines.

Correspondence.

Supreme Court.

Diary Farm Co., Ltd.

Wanchai Warehouse and Storage Co., Ltd.

Hongkong Steam Water-boat Co., Ltd.

Interport Cricket Week.

Interport Lawn-tennis.

Interport Golf.

Interport Swimming.

Interport Field Match.

Victoria Regatta Programme.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, \$2.

Extra copies 30 cents each, (each).

Copies can be posted from the Office to advertisement, including postage, 34 cents each.

\$1 for three copies (each).

Hongkong, 22nd November, 1901.

NEW ADVERTISEMENT

NOTICE TO MARINERS.

HONGKONG HARBOUR.

THE Norwegian s.s. "SKRISTAD" lies sunk about 200 yards off shore between Quarry Bay and North Point, she is heading to the Northward with her stern and about one third of her length above water.

Two bright lights horizontal will be displayed at night from her fore rigging.

B. MURRAY RUMSEY,
R. Com. R.N.
Harbour Master, &c.

Harbour Department,
Hongkong, 21st November, 1901. [2973]

ENTERTAINMENTS

ARRIVED PER S.S. "ROSETTA MARU" after

FIVE WEEKS successful Season in

Manila.

THE EMPIRE COMEDY CO.

OPENING NIGHT

TO-NIGHT (FRIDAY),

22ND NOVEMBER.

IMPORTANT NOTICE.

The Management beg to state that this is a clean and refined entertainment given by the best Australian Artists selected from the largest Theatres and Variety Halls there, and nothing at all approaching vulgarity is allowed on the Stage.

Our Magnificent First Part bristling with

Gems of Song and Dance,

Beautiful Ballets,

Our Excelsior Quartette,

Our Latest American Cake Walks and

Ragtime Ditties,

Our Talented Musical Duo,

Our Scrambling Farces and Sketches,

All go to make this the Strongest and Best

Organisation ever brought to the East.

21 ARTISTES. 21

12 YOUNG & TALENTED LADIES. 12

READ THEIR NAMES:

Miss EMMIE SMITH Coon Specialist

JULIE CLEVELAND Soprano

MAUD ALBERT Mezzo Soprano

JESSIE THORNE Serio Comic

FLORENCE ADELAIDE Musical Artist

LETHA HARMETON Solo Tea Dancer

AMY BAILEY Danseuse

RUTH DAVIS Queen of Clubs

DORIS TINSLEY Baritone

FLORENCE BAILEY Bass

MADLINE JEANNETTE Comedians

Mr. J. LEON Comedians

H. HUXHAM Acrobats

STEVE ADSON Interlocutor and

GUS GREGORY Manager

WALTER HORLEY Musical Director

E. H. BANVARD

L. H. DRAKEFORD

FULL ORCHESTRA.

Doors Open at 9 P.M.

Curtain Rises at 9.30.

PRICES AS USUAL ... \$3, \$2 and \$1.

Members of H.M.'s Service or the American Service in Uniform Half-price to Second and Back Seats.

Box Plan at THE ROBINSON PIANO COMPANY, LIMITED.

Hongkong, 21st November, 1901. [2969]

THE MUSICAL EVENT OF THE SEASON.

ONE GRAND CONCERT.

ST. GEORGE'S HALL.

WEDNESDAY, NOVEMBER 27TH, 1901.

Under the distinguished Patronage and

Presence of His Excellency Sir H. A. BLAKE, G.C.M.G.

HER JOHANN MARQUARDT, VIOLINIST.

MADAME BREITSCHUCK-

MARQUARDT,

THE CELEBRATED HARPIST.

PRICES \$3 and \$2.

Seats may be Booked at THE ROBINSON PIANO COMPANY, LTD.

Hongkong, 22nd November, 1901. [2971]

NOTICES OF FIRMS

NOTICE.

M. R. ABESSER has CHASSED from

this date to Sign on HERM

LUTGENS, EINSTMANN & CO.

Hongkong, 15th October, 1901.

Mr. LEOPOLD LAMBOTTE has

CHASED to Sign our FIRM PER PROCU-

ATION since the 20th March, 1901.

LUTGENS, EINSTMANN & CO.

Hongkong, 20th November, 1901. [2956]

NOTICE.

I THE UNDERSIGNED have ap-

pointed SOLE AGENT of Messrs.

ONEILL, WARNEFORD & CO., in this

Colony, South China and Manila.

T. EDWARDS.

Dated the 18th day of November, 1901.

NOTICE.

NOTICE IS HEREBY GIVEN that the

PARTNERSHIP AT WILL hitherto

subsisting between FRANK WAPSHAW

INTIMATIONS

NOTICE.

A NY OUTSTANDING CLAIMS against the R. A. O. B. LODGE, Hongkong, should be sent to QUARTERMASTER-SE-
NTRY SMITH, R.A., on or before the 15th December, 1901.
Hongkong, 20th November, 1901. [2054]

GOVERNESS WANTED.

R EQUIRED for a Small Child a NUR-SERY GOVERNESS (European). Apply to No. 2 Des Vaux Villas, Mount Kellet, the Peak, either by Letter or Personally, Hongkong, 18th November, 1901. [2053]

WANTED.

WANTED a SHIP'S BOAT, in First-Class Condition, about 30 feet long. Particulars and Price to— "NAUTICUS". Care of Daily Press Office, Hongkong, 16th November, 1901. [2028]

HONGKONG CLUB.

WANTED a EUROPEAN HOUSE STEWARD. Apply by Letter to— O. M. D. BELL, Acting Secretary, Hongkong, 6th November, 1901. [2027]

WANTED.

SITUATION WANTED by a PORTUGUESE as ASSISTANT to General Office Work, with knowledge of Remington Typewriting. State Salary first to— "SOLARO". Care of Office of this Paper, Hongkong, 18th November, 1901. [2033]

AMERICAN SYSTEM OF DENTISTRY.

No. 39, QUEEN'S ROAD CENTRAL, CHADWICK KEW (LATE OF POATE & NOBLE). Hongkong, 16th September, 1899. [2045]

D AVID CORSAIR & SONS' MERCHANT NAVY NAVY BOILED LONG FLAX CANVAS BELLIANCE CROWN TARPAULIN ARNHOLD, KARRBERG & CO., Sole Agents. 31901

CARBOLINEUM-AVENARIUS USED FOR OVER TWENTY YEARS. Through reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Damppus. Sole Agents for China, LUTGENS, EINSMANN & CO., Hongkong, 31st August, 1901.

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWDER IN THE WORLD. PRICE OF 12-HOLE CARTRIDGES— Loaded with With Powder Powder only, and 1 oz of Shot. Primrose Case... \$5.65 57.40 Pegamoid Case... 6.25 8.00 Elector Brass Case... 6.00 8.65 5 per cent discount on orders of 1,000 and over. Apply to W. SCHMIDT & CO., Gunmakers, Hongkong. 27th July, 1897. [1650]

A U T O M A T I C M A U S E R PISTOLS.

CALIBRE 7.63 mm. WITH CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS. SIEMSSSEN & CO. Hongkong, 3rd October, 1900. [75]

OREGON LUMBER.

T HE Undersigned, being closely connected with the leading MILLS at PORT LAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES. SIEMSSSEN & CO. Hongkong, 14th February, 1901. [1641]

COLD STORAGE.

T HE HONGKONG ICE COMPANY, Ltd., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods. W. M. PABLENE, Manager. Hongkong, 18th November, 1901. [165]

N E W M U S I C A L P U B L I C A T I O N S. MAESTRO A. CATTANEO.

GRAND MASS (with Organ Acco.), No. 1 ALBUM (3 Songs, English & Italian), No. 2 ALBUM (3 Songs). THE LILY—Waltz and ELIZA—Waltz. THE NEW FEATURE—Pocket Edition of Pianoforte Music including MARCH dedicated to Hongkong Volunteers and POLKA to Peak Residents. To be had of all MUSIC DEALERS. [2068-2]

T HE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

T HE above Company is prepared to supply the shipping in Hongkong with PURE and FILTELED WATER both for dock and boilers. Call Flag W. J. W. KEW, Manager, 20, Des Vaux Road. Hongkong, 18th December, 1900. [2060]

R UINART PERE & FILS, REIMS. Established 1719. CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal).

LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 17th May, 1898. [1671]

S I E N T I N G.

S U R G E O N D E N T I S T, NO. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 23rd September, 1901. [2045]

INSURANCES

S UN INSURANCE OFFICE, LONDON. FOUNDED 1710. The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SIEMSSSEN & CO., Agents. Hongkong, 16th May, 1892. [30]

"L'URBAINE" FIRE INSURANCE COMPANY, LTD. (Established 1838.)

T HE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates. P. LEMAIRE & CO. Hongkong, 7th February, 1901. [43]

T RANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SIEMSSSEN & CO., Agents. Hongkong, 16th November, 1892. [29]

P HENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates. DOUGLAS LAPRAIK & CO., Agents for the Phoenix Fire Office, Hongkong, 17th August, 1887. [32]

S ALAMANDER FIRE INSURANCE COMPANY.

T HE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. HOTZ, A. JACOB & CO. Hongkong, 2nd April, 1900. [33]

T HE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851. CAPITAL... \$410,000.

T HE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. W. MEYERINCK & CO., Agents. Hongkong, 18th May, 1900. [184]

N ORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates. SIEMSSSEN & CO. Hongkong, 29th May, 1895. [31]

A ACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE

T HE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & CO., Agents. Hongkong, 21st April, 1897. [194]

N ORTH BRITISH AND MERCANTILE INSURANCE COMPANY

T HE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agents. Hongkong, 3rd July, 1901. [1841]

SCIENTIFIC MISCELLANY.

MARINE PHOSPHORESCENCE—A METAL WORKING NEED—AIR-JET PROPELLION OF VESSELS—A PORTABLE BRIDGE—CARBURATED ACETYLENE—LUMINOUS FUNGI—POOE LEATHER—PHOTOGRAPHY OF THE EARTH'S CURVE—A HEARING APPARATUS.

Cultures of the phosphorescent bacilli of the Baltic Sea have been a subject of study by M. T. Tarchanoff. The light is found to be a manifestation of respiration, connected with the consumption of oxygen; and the power of emitting it lasts for two or three weeks to as many months. Shocks and the introduction of air excite extra activity. The luminosity is affected also by chemicals and by temperature, being temporarily extinguished at about 38 deg. C. and permanently so at 50 deg., but continuing considerably below freezing point. The presence of the bacilli, therefore, may give for several hours the remarkable phenomenon of luminous ice. Even more striking is the luminous frog, which M. Tarchanoff produced by injecting a little of the bouillon into the dorsal lymphatic sac of the frog, when the bacilli entered the blood and gradually illuminated the whole animal, the tongue shining with great brilliancy. This strange effect lasted three or four hours.

Much as it has been sought, a satisfactory solder for aluminum is reported to be still wanting. The difficulties are due to the rapid cooling of the joint through the high heat conductivity of aluminum, and to corrosion by galvanic action between the aluminum and the metals of the solder. Mixtures of zinc and tin that appear to adhere firmly are loosened after a few months by this corrosion. Heating the joint during soldering may overcome one difficulty, but solder containing sufficient aluminum to prevent galvanic action cannot be melted with the soldering-iron.

In the new method of steamboat propulsion of Mr. Robert Carr, steam is generated in a special boiler, and is made to drive air through tubes opening at the stern, the pressure of the air against the water driving the boat. Reversing is effected by turning the air into a tube running to the bow, and steering by closing the jet on one side.

The difficult problem of getting infantry across streams is solved by Commander Cluchagne, of the French army, in a very simple manner. He employs easily carried metal cylinders 12 inches long and 6 inches in diameter, which may be divided into halves for use as pins and kettlebs during a halt, and which may be closed to serve as water-tight buoys, with special couplings to attach them in pairs to swimming belts or to join them in considerable number for rafts and bridges. The pair of buoys belted to the back not only floats the non-swimmer but is a very effective aid in learning the art of swimming. For crossing wide rivers, a raft 10 feet long, composed of 169 cylinders, has been used, and this readily carried 6 men, 40 knapsacks and 4 guns, a total weight of 1,630 pounds. Bridges are readily pushed across narrow streams, a bridge 40 feet long and 3 feet wide, formed of 240 cylinders, weighing 485 pounds.

Important advantages are claimed for the new process of diluting acetylene by passing it through a volatile hydrocarbon, like petroleum, ether, or gasoline, with exclusion of air. The gas thus carbureted seems to overcome the difficulties of acetylene incandescent lighting, as it heats the mantle without depositing soot and does not show the tendency of pure acetylene to recoil into the burner, while it gives much cheaper illumination than any other acetylene light. The explosiveness of the acetylene is materially lessened, while it is made more available for use in gas engines.

The species of fungi that have been known to show luminosity are found by Prof. D. McAlpine to number 21, of which 11 belong to the genus Pleurotus, and 5 are peculiar to Australia. The luminosity is not due to phosphorescent bacteria, but to combustion—probable of excreted metabolic products—in the fungus itself. The light is thought to serve the fungus by attracting insects that scatter its spores.

An "atmospheric" or Newcomen engine near Glasgow has been lifting coal since 1809. It has a cylinder 32 inches in diameter and 66-inch stroke, and is run at 27 revolutions per minute, with a pressure of 75 lbs, developing 27 horse-power.

The rapid decay of leather, which is becoming painfully noticeable wherever this material is used, is traced by a committee of British librarians to the quick processes of modern tanners. The use of certain mineral acids is condemned, as well as excessive shaving, straining, embossing, and glazing; and the catalytic series of tanning agents—which includes gambier, larch, quassia, hemlock, and turvar bark—is found to produce leather that is very liable to rot quickly. Leather so tanned is much used for cheap bookbinding. Much more durable proves to be leather made with the pyrogallol class of tannin, including myrrhol and sumac; and pure sumac is recommended as the best tanning material for bookbinding leather.

The demonstration of the earth's curvature by levelling has been lately repeated by Mr. H. Yule Oldham with a view of obtaining a photographic record. On a straight stretch of the English river Bedford are two bridges, six miles apart, with no intervening obstacles, and the height above water-level of the parapet of one bridge was marked upon the other bridge and also upon a pole set up half-way between. A telescope on the parapet of the first bridge then showed the mark on the pole to be about 6 feet above the line of sight between the outer points. This agrees with the calculated

effect, and by telephotography a picture was made giving proof for the lecture-room of the earth's spherical shape.

A new Russian apparatus for restoring hearing consists of a light rubber shell, furnished with a miniature microphone, which is connected to a small galvanic battery. It is claimed that the microphone causes even the softest speech to react on the auditory nerve of the deaf when the apparatus is placed to the ear.

Mountain sickness, with the influence on the body of the weather, exercise, and other conditions of living at various altitudes, will be better understood after the investigation now in progress in the Alps by a party of physiologists led by Prof. Zuntz.

MOUNTAINS.—Mountain sickness, with the influence on the body of the weather, exercise, and other conditions of living at various altitudes, will be better understood after the investigation now in progress in the Alps by a party of physiologists led by Prof. Zuntz.

A GREAT STRIKE INEVITABLE. THE MINERS' CONFERENCE AND THE TAX QUESTION.

Before the effect of the recently imposed coal tax had been considered by the Westminster Miners' Conference, no fewer than 423,845 miners were in favour of a general strike, and less than 180,000 against the proposal. But the conference, which represented 750,000 miners, decided that, provided the miner's wage was not affected by the tax, there should be no strike.

A big mine owner has now expressed his conviction that the miner will have to bear a share of the burden after all, and so we may shortly expect the most calamitous coal strike that the United Kingdom has ever witnessed.

What shall we do for coal? Goodman knows price to-day are high enough! There is wood, peat, and bitum.

Bitum is wood, peat, and bitum which is part of bile which gives heat to the blood. Wood, however, is scarce; peat is unobtainable; and bitum (which is found in the bile, and which is manufactured by the liver) might enable us to go without fires altogether if we could store sufficient of it in our bodies.

Bile, it may be said, is the natural physic of the body, and bitum is that part of bile which gives heat to the blood. It burns, in fact, like coal, and in this way supplies the body with the necessary heat. Seeing that bile is the body's physic, it can readily be understood that if the liver (which makes bile) is disordered there is a serious danger threatening from its effects.

"The feeling was as though I were being choked or stifled to death, and if a dozen knives had been driven into my chest I do not think that I could have suffered greater agony. After that I became more cautious, but the bite of solid food severely punished me.

"I tied to eat everything and anything, like other people, but indigestion soon pulled me up. A mere potato caused me to gasp and fight for breath until I thought that I should die. I would have a whole hour suffering from its effects.

"No medicine did me any good until I tried Seigel's Syrup, the first bottle of which gave me great relief. I continued taking it and found that my appetite and powers of digestion rapidly increased. I gained strength, too, and naturally I gained confidence in Seigel's Syrup, which in time completely cured me of every ill.

"I feel better in myself now, and can eat anything without fear. Seigel's Syrup is still my stand by in time of need. It is wonderful remedy.—E. Carter (Mrs.) 40, Bond Street, Lyng Lane, West Bromwich. April 10th, 1901." Given out of a desire to do good.

There is no need for anybody to ask which is the greater necessity, coal or bile. The answer is obvious.

Besides giving heat, bile is a purgative, regulating the bowels. Seigel's Syrup will induce and maintain a normal flow of bile.

A healthy action of the stomach, liver, and kidneys results from the use of this great tonic.

These three organs strike when neglected or overworked.

A great strike is inevitable if you omit to guard against the inroads upon health of house and business worries. Seigel's Syrup enables the system to resist these insidious influences and, by maintaining full vigour, avoid strikes in every organ. There are no better arbitrators than a clear head and a healthy body.

What would a householder think of the coal merchant who delivered him kitchen cobbles when he has distinctly ordered the best drawing-rooms? Wall-side coals? Put yourself in this position when you order Seigel's Syrup. That is to say, emphatically and firmly refuse any substitute. Seigel's Syrup has a thirty years' reputation and bears A. J. White's steel engraved label; the substitute has neither.

People are not apt to think that the men who secretly practise these acts of dishonest substitution are at the root of some of our great labour evils. Substitutes undermine the legitimate sales of well-known products whose preparation on a large scale is responsible for the employment of thousands in well-lighted and sanitary factories, where prospects are sound and wages are certain.

The rapid decay of leather, which is becoming painfully noticeable wherever this material is used, is traced by a committee of British librarians to the quick processes of modern tanners. The use of certain mineral acids is condemned, as well as excessive shaving, straining, embossing, and glazing; and the catalytic series of tanning agents—which includes gambier, larch, quassia, hemlock, and turvar bark—is found to produce leather that is very liable to rot quickly. Leather so tanned is much used for cheap bookbinding.

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A telescope on the parapet of the first bridge then showed the mark on the pole to be about 6 feet above the line of sight between the outer points. This agrees with the calculated

CHRISTMAS

PHOTOGRAPHIC VIEWS of HONGKONG, TIENTSIN, MACAO and PEKING. Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE GREETINGS. Stamped in real Gold in Chinese Characters with English Translations.

MOTORS:

A Merry Christmas and a Happy New Year

Plenty chance, large gain;

Dollar come alla same rain

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k*, nearest Hongkong *b*, midway between Hongkong and Kowloon *m*, and those vessels berthed at the Kowloon Wharf *w*, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	PARRAMATTA	Brit. str.	2 m.	R. T. Cook, R.N.E.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th inst.
LONDON	JAPAN	Brit. str.	2 m.	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	On 30th inst., at Noon.
LONDON	ACHILLES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th December.
LONDON	GLAUCUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 24th December.
LONDON	IRISICALON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th January.
LONDON	PELEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st January.
LIVERPOOL DIRECT	IXION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 13th December.
LIVERPOOL DIRECT	PATROCLUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 2nd Dec., at 1 P.M.
MARSEILLES, &c., via PORTS OF CALL	ERNEST SIMONS	Fren. str.	2 m.	Vader	MESSEGERIES MARITIMES	On 27th inst., at Noon.
BREMEN	BAVERN	Gor. str.	2 m.	H. Becker	MELCHERS & CO.	On 30th inst.
MARBURG	SIEVIA	Gor. str.	2 m.	Zacharias	HAMBURG-AMERIKA LINIE	On 14th December.
SIEBIA	SEBIA	Gor. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 26th December.
NURNBERG	NUERNBERG	Gor. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 6th January.
STRASBURG	SAMBIA	Gor. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 13th January.
AMERIA	AMERIA	Gor. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 12th February.
KURDISTAN	KURDISTAN	Brit. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On or about 30th inst.
ASAMA	ASAMA	Brit. str.	1 m.	Duckstein	DODWELL & CO., LIMITED	On or about 20th Dec.
ATHENIAN	ATHENIAN	Brit. str.	2 m.	M. Mowatt	SHEWAN, TOME & CO.	On 4th December.
EMPEROR OF JAPAN	EMPEROR OF JAPAN	Brit. str.	2 h.		CANADIAN PACIFIC R. CO.	On 18th December, at Noon.
BELEMAR	BELEMAR	Brit. str.	4 m.		CANADIAN PACIFIC R. CO.	On 26th inst.
KAGA MARU	KAGA MARU	Jap. str.	2 m.	W. Watt	DODWELL & CO., LIMITED	On 2nd Dec., at 4 P.M.
PING SUEY	PING SUEY	Brit. str.	2 m.	J. W. Ekstrand	NIPPON YUSEN KAISHA	Quick despatch.
THYRA	THYRA	Brit. str.	2 m.	D. Davis	DODWELL & CO., LIMITED	On 20th December.
KASUGA MARU	KASUGA MARU	Jap. str.	2 m.	H. Fraser	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
TRINAN	TRINAN	Brit. str.	2 m.	Fellner	BUTTERFIELD & SWIRE	On 30th inst.
AUSTRIA	AUSTRIA	Aus. str.	2 m.		SANDRE, WIELER & CO.	To-day, P.M.
TIENTSIN	TIENTSIN	Brit. str.	2 m.		P. & O. S. N. CO.	On or about 28th inst.
KOBETTA MARU	KOBETTA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	To-day, at Noon.
CHUAN	CHUAN	Brit. str.	2 m.		P. & O. S. N. CO.	On or about 23rd inst.
JAVA	JAVA	Brit. str.	1 m.		G. W. Gordon, R.N.E.	On or about 7th Dec.
AMPING MARU	AMPING MARU	Jap. str.	1 m.	S. Atsumi	mitsui BUSSAN KAISHA	On 4th Dec., at Daylight.
MAIDZURU MARU	MAIDZURU MARU	Jap. str.	1 m.	T. Saito	mitsui BUSSAN KAISHA	On 27th inst.
DAIJIN MARU	DAIJIN MARU	Jap. str.	2 h.	T. Ogata	mitsui BUSSAN KAISHA	On 24th inst.
FORMOSA	FORMOSA	Brit. str.	2 m.	Hodgins	DOUGLAS LAPEAK & CO.	To-day, at Noon.
KAIKONG	KAIKONG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst.
LOONGSANG	LOONGSANG	Brit. str.	2 m.		JARDINE, MATHERSON & CO.	To-morrow, at 2 P.M.
KASUGA MARU	KASUGA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow.
SUNGKANG	SUNGKANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th inst.
TSINAN	TSINAN	Brit. str.	2 m.	Buller	JARDINE, MATHERSON & CO.	On 26th inst., at Noon.
KUMSANG	KUMSANG	Brit. str.	2 m.		SANDRE, WIELER & CO.	On 28th inst., P.M.
CAEINTHIA	CAEINTHIA	Aus. str.	2 m.		P. & O. S. N. CO.	On or about 29th inst.
PEKIN	PEKIN	Brit. str.	2 m.			

SHIPPING.

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"KASUGA MARU."

3,873 tons gross, Captain H. Fraser, will be despatched for the above port TO-DAY, the 22nd instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight and Passage, apply to

A. S. MIHARA,
Manager.

Hongkong, 13th November, 1901. [2837]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"ATHENIAN" Comdr. H. Mowatt, WEDNESDAY, 4th Dec., 1901
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.E., WEDNESDAY, 18th Dec., 1901
"EMPEROR OF CHINA" Comdr. E. Archibald, R.N.E., WEDNESDAY, 15th Jan., 1902
"TARTAR" Comdr. E. Beetham, R.N.E., WEDNESDAY, 29th Jan., 1902
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.E., WEDNESDAY, 12th Feb., 1902

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship

"AUSTRIA," Captain Fellner, will leave for the above places TO-MORROW, the 23rd inst., P.M.

The Steamer has capitai accommodation for Passengers. Electric Light. A Doctor is carried.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 15th November, 1901. [2015]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI (VIA SWATOW AND AMOY).

THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 24th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 18th November, 1901. [117]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG," Captain Buller, will be despatched as above on

TUESDAY, the 26th November, at NOON.

For Freight or Passage, apply to

JARDINE, MATHERSON & CO., General Managers.

Hongkong, 20th November, 1901. [2959]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU," Captain T. Saito, will be despatched for the above ports on WEDNESDAY, the 27th inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th November, 1901. [18]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS OF SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"KUBDISTAN" About 30th Nov.

"LENNOX" About 15th Dec.

"ORONSET" About 31st Dec.

"AFRIDI" About 10th Jan.

"HILLGLEN" About 20th Jan.

"LOWTHER CASTLE" About 31st Jan.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 21st November, 1901. [1739]

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Charge at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIQ PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

MARBURG (Calling at Singapore and Colombo) On 30th Nov. Freight.

SIEVIA (Calling at Singapore and Penang) On 14th Dec. Freight.

SERBIA (Calling at Singapore and Colombo) On 28th Dec. Freight.

NUERNBERG (Calling at Singapore and Colombo) On 6th Jan. 1902 Freight.

STRASBURG (Calling at Singapore and Penang) On 13th Jan. 1902 Freight.

CAP. BROTHMER (Calling at Singapore and Colombo) On 28th Jan. 1902 Freight.

CAP. BORKE (Calling at Singapore and Colombo) On 12th Feb. 1902 Freight.

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CAP

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM GLASGOW and LIVERPOOL "IXION" On 21st November.
GLASGOW and LIVERPOOL "DEUCALION" On 25th November.
GLASGOW and LIVERPOOL "PELEUS" On 5th December.
GLASGOW and LIVERPOOL "PATROCLUS" On 15th December.

HOMEWARDS.

FOR LONDON "STEAMERS" "MACHAON" On 28th November.
LONDON "ACHILLES" On 10th December.
LONDON "GLAUCUS" On 24th December.
LONDON "DEUCALION" On 7th January.
LONDON "PELEUS" On 21st January.
LONDON "PATROCLUS" On 15th December.

LIVERPOOL DIRECT "IXION" (Taking Cargo at London Rates) On 15th January.
LIVERPOOL DIRECT "PATROCLUS" (Taking Cargo at London Rates) On 15th January.

For Freight, apply to BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 22nd November, 1901.

CHINA NAVIGATION CO., LIMITED.

STEAMERS TO SAIL.

MANILA "SUNGKUANG" On 23rd November.
ILIOILO & CEBU "KAIFONG" On 29th November.
MANILA "TSINAN" On 30th November.

PORTE DARWIN, THURSDAY

ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE "TSINAN" On 30th November.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"STUTTGART"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 12 o'clock NOON, TO-DAY, the 15th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 19th inst., and THURSDAY, the 21st inst., at 9.30 A.M.

All claims must reach us before the 27th inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD,
MELCHERS & CO., Agents.

Hongkong, 15th November, 1901.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENCLUECH" FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 10th proximo, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBE, LIVINGSTON & CO., Agents.

Hongkong, 15th November, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after NOON, the 22nd instant, will be landed at Consignee's risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHERSON & CO., General Managers.

Hongkong, 15th November, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI & SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

DODWELL & CO., LTD., Agents.

Hongkong, 15th November, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 15th November, 1901.

Hongkong, 15th November, 1901.

S. S. "VILLE DE LA CIOTAT"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre, O.R.R. Guadara, and Bordeaux, ex s.s. Ville de Cetete and Ville de Bourdeaux in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless notice to the contrary be given before NOON, the 25th instant, at 3 P.M.

All claims must be sent in to me on or before the 25th inst., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPORIN, Acting Agent.

Hongkong, 15th November, 1901.

NOTICES TO CONSIGNEES

FROM HAMBURG, ANTWERPEN, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NURNBERG."

Captain Ammon, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 18th inst.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 15th November, 1901.

NOTICE TO CONSIGNEES

STEAMSHIP "BRAHMAR"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

P. DE CHAMPORIN, Acting Agent.

Hongkong, 15th November, 1901.

NOTICE TO CONSIGNEES

HONGKONG STEAMERS.

Amara, British str., 1,563, Mattock, Nov. 14.

Jordine, Matheson & Co.

Apernus, German str., 611, Lorenzen, Nov. 20.

Jessop & Co.

Athenian, British str., 2,424, Mowatt, Nov. 14.

G. P. B. Co.

Austria, Austrian str., 4,879, Fuller, Nov. 20.

Sander, Wieler & Co.

Braemar, British str., 2,316, Wait, Nov. 15.

Dodwell & Co., Limited.

Hongkong, 14th November, 1901.

Chowta, German str., 1,116, Muller, Nov. 20.

Melchers & Co.

Daiji Maru, Japanese str., 900, Saito, Nov. 20.

M. B. Kalsha

Devawongse, Ger. str., 1,057, Textor, Nov. 20.

Butterfield & Swire

Dr. Hans Jurg Klar, Nov. str., 691, Larsen, Nov. 18.

Duke of Fife, British str., 3,547, Cox, Nov. 18.

Dodwell & Co., Limited

Ecano, American str., 510, Altonaz, Sept. 3.

Brando & Co.

Emma, German str., 1,681, Samuelson, Nov. 19.

Jordan & Co.

Esmeralda, British str., 966, McGinty, Nov. 17.

Shewar, Thomas & Co.

Hutchings, British str., 1,276, Davis, Nov. 18.

Douglas Lawrak & Co.

Hans Menzel, German str., 1,649, Nobinger, Oct. 20.

E. A. Trading Co., Limited

Hinsang, British str., 1,336, Lake, Nov. 18.

Jardine, Matheson & Co.

Leal-Tock, Spanish str., 185, Fabregas, Nov. 17.

A. E. Martv

Independent, German str., 871, Holtz, Oct. 21.

Sander, Wieler & Co.

King, British str., 1,270, Davis, Nov. 18.

Nippon Yusen Kaisha

Kasuga Maru, Japanese str., 3,800, Ekstrand, Nov. 18.

Nippon Yusen Kaisha

Kumasa Maru, Japanese str., 2,368, Fraser, Nov. 19.

Kumasa Maru, Japanese str., 2,368, Fraser, Nov. 19.

Jardine, Matheson & Co.

Lat-Tock, Spanish str., 185, Fabregas, Nov. 17.

Jardine, Matheson & Co.

Lion, British str., 1,257, Illing, Nov. 10.

Butterfield & Swire

Rodriguez, British str., 1,889, Bindloss, Nov. 20.

Richmond, British str., 1,314, Mann, Nov. 14.

Siemens & Co.

Rosita Maru, Japanese str., 2,402, Tate, Nov. 19.

Nippon Yusen Kaisha

Sandakan, German str., 839, Gotsche, Nov. 15.

Sandakan, German str., 839, Gotsche, Nov. 15.

Brandstetter, Butterfield & Swire

POST OFFICE NOTICES.

The *Chairman*, with the English Mail of the 25th ult., left Singapore on Sunday, the 17th inst., at 4 p.m., and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on 23rd September.

CHRISTMAS MAIL.—Letters, etc., for the United Kingdom posted on the 23rd inst., per P. & O. steamer *Parramatta*, are due in London on the 22nd December.

The attention of the Public is drawn to the following regulations as to the manner of packing Christmas Cards when sent by Book Post.—The Packet must be open at the ends and the contents visible, or easily to be rendered visible. Packets which are sealed or forwarded in closed covers with the corners cut off or with notched ends are returned to the sender. Packets may be tied with string to protect the contents, but in such a way that the string can be easily untied.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton		Friday, 22nd, 7.30 A.M.
Saigon		Friday, 22nd, 9.00 A.M.
Swatow, Amoy and Tamsui		Friday, 22nd, 11.00 A.M.
Nagasaki, Kobe and Yokohama		Friday, 22nd, 11.00 A.M.
Macao		Friday, 22nd, 1.15 P.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne		Friday, 22nd, 3.00 P.M.
Canton		Friday, 22nd, 5.00 P.M.
Hainan		Saturday, 23rd, 9.00 A.M.
Singapore		Saturday, 23rd, 10.00 A.M.
Amara		Saturday, 23rd, 10.00 A.M.
Europe, &c. India via Tucicorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		Saturday, 23rd, 10.00 A.M.
Manila		Saturday, 23rd, 10.00 A.M.
Singapore, Samarang and Sourabaya		Saturday, 23rd, 10.00 A.M.
Europe, &c. India via Tucicorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		Saturday, 23rd, 10.00 A.M.
Manila, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		Saturday, 23rd, 10.00 A.M.
Illoilo and Cebu		Saturday, 23rd, 10.00 A.M.
Singapore		Saturday, 23rd, 10.00 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne		Saturday, 23rd, 10.00 A.M.
Europe, &c. India via Tucicorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		Saturday, 23rd, 10.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		Saturday, 23rd, 10.00 A.M.
Illoilo and Cebu		Saturday, 23rd, 10.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		Saturday, 23rd, 10.00 A.M.
TO-DAY.		
Performance, The Empire Comedy Co., City Hall, 9 p.m.		
TO-MORROW.		
Sale, Miscellaneous, Sales Rooms, Messrs. Hughes & Hough, 11 a.m.		
Sale, Furniture, Erance Bungalow, Praya, Kowloon, Mr. V. I. Remedios, 2.30 p.m.		
COMMERCIAL.		
CLOSING QUOTATIONS.		
21st November.		
ON LONDON.—		
Telegraphic Transfer	1/104	
Bank Bills, on demand	1/104	
Bank Bills, at 30 days' sight	1/104	
Bank Bills, at 4 months' sight	1/104	
Credits, at 4 months' sight	1/104	
Documentary Bills, 4 months' sight	1/104	
ON PARIS.—		
Bank Bills, on demand	2.64	
Credits, at 4 months' sight	2.40	
ON GERMANY.—	1.924	
ON NEW YORK.—		
Bank Bills, on demand	451	
Credits, 60 days' sight	461	
ON HONGKONG.—		
Telegraphic Transfer	1401	
Bank, on demand	1401	
ON CALCUTTA.—		
Telegraphic Transfer	1404	
Bank, on demand	1404	
ON SHANGHAI.—		
Bank, at night	734	
Private, 30 days' sight	74	
ON YOKOHAMA.—		
On demand	8 p.m. pm.	
ON MANILA.—		
On demand	3 p.m. pm.	
ON SINGAPORE.—		
On demand	Par.	
ON BATAVIA.—		
On demand	114	
ON HALIPHONG.—		
On demand	11 p.m. pm.	
ON SAIGON.—		
On demand	11 p.m. pm.	
ON BANGKOK.—		
On demand	60	
OVERSEAS, Bank's Buying Rate	\$10.55	
GOLD LEAV, 100 fine, per tael	\$84.70	
BAR SILVER, per oz.	20	
OPIUM.		
21st November.		
Quotations are:—Allow's net to 1 catty.		
Malwa New \$900 to \$910 per picoul.		
Malwa Old \$910 to \$920		
Malwa Older \$920 to \$940		
P. P. per wrapped \$860 to —		
Persian fine quality \$870 to —		
Persian extra fine — to —		
Patna New \$940 to — per chest.		
Patna Old \$940 to —		
Banaras New \$924 to —		
Banaras Old \$925 to —		
VESSELS EXPECTED.		
THE ENGLISH MAIL.		
The P. & O. steamer <i>Chusan</i> left Singapore for this port on the 17th inst., at 4 p.m., with the outward English mails, and is due here to-morrow, at about 8 a.m.		
THE GERMAN MAIL.		
The Imperial German Mail steamer <i>Koenig Albert</i> , carrying the German mails with dates from Berlin, the 28th ult., left Colombo on the 18th inst., a.m., and may be expected here on or about the 27th inst.		

JOINT STOCK SHARES.

COMPANY.	PAID UP.	NOTES.
Hongkong & Sh. Co.	\$125	\$221 buyers L/Do. 294. 10s.
China & Japan, only	21	10s.
Do, deferred	21	nominial
Natl. Bank of China	21	227 sellers
A. Shares	21	216 sellers
B. Shares	21	216 sellers
Foun. Shares	21	216 sellers
Bell's Asbestos E. A.	21	210 buyers
Campbell, Moore & Co.	21	233
China-Borneo Co., Ltd.	15	328
China Light and Power Co., Ltd.	20	320 nominal
Cotton Mills	10	102 buyers
Ewo	10	102 buyers
International	10	102 buyers
Lau Chung Mew	10	102 buyers
Soyches	10	102 buyers
Xiaolung	10	102 buyers
Hongkong Electric	10	102 buyers
Dairy Farm	10	102 buyers
Fenwick & Co., Goo	10	102 buyers
Gree Island Cement	10	102 buyers
H. & C. Battery	10	102 buyers
Hongkong & Gas	10	102 buyers
Hongkong Electric	10	102 buyers
H. L. Trauway	10	102 buyers
Ice Steam Water-Boat Co., Ltd.	10	102 buyers
Hongkong Hotel	10	102 buyers
H. & K. Wharf & Co.	10	102 buyers
Hongkong Hope	10	102 buyers
H. & W. Dock	10	102 buyers
Insurance	10	102 buyers
Canton	10	102 buyers
China Fire	10	102 buyers
China Ind'ro	10	102 buyers
Hongkong Fire	10	102 buyers
North China	10	102 buyers
Straits	10	102 buyers
Union	10	102 buyers
Yangtze	10	102 buyers
Land and Building	10	102 buyers
Hongkong Land Inv.	10	102 buyers
Humphrys Estate	10	102 buyers
Kowloon Land & B.	10	102 buyers
West Point Building	10	102 buyers
Luzon Sugar	10	102 buyers
Malaya Invest. Co., Ltd.	10	102 buyers
Mining	10	102 buyers
Charbonnages	10	102 buyers
Julebu	10	102 buyers
Queen's Mine, Ltd.	10	102 buyers
Oliver's Mine, A.	10	102 buyers
Do	10	102 buyers
Punjab	10	102 buyers
Do, Preference	10	102 buyers
New Asia Dock	10	102 buyers
Oriente Hotel, Manila	10	102 buyers
Powell, Ltd.	10	102 buyers
Robinson Piano Co., Ltd.	10	102 buyers
Shipping Co., Ltd.	10	102 buyers
China and Manilla	10	102 buyers
China Mutual Prof.	10	102 buyers
China Ordinary	10	102 buyers
Do	10	102 buyers
Douglas Steamship H. Canton and M.	10	102 buyers
Indo-China S. N.	10	102 buyers
Shell Transport and Trading Co.	10	102 buyers
Star Ferry	10	102 buyers
Tobacco Planting Co., United Kingdom	10	102 buyers
Do	10	102 buyers
Universal Trading Co., Ltd.	10	102 buyers
Wanchai Warehouse	10	102 buyers
Watson & Co., A. S.	10	102 buyers
Wednesday, 4 Dec., 11.00 A.M.		
Wednesday, 18th Dec., Printed matter and samples 9.00 A.M.		
Registration 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.)		
Letters 11.00 A.M.		
Wednesday, 4 Dec., 11.00 A.M.		
Wednesday, 18th Dec., Printed matter and samples 9.00 A.M.		
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Registration 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.)		
Letters 11.00 A.M.		
Wednesday, 4 Dec., 11.00 A.M.		
Wednesday, 18th Dec., Printed matter and samples 9.00 A		